



**Southern Sporting
Motor Cycle Club**

CONTACT

February

2020

82ND AGM

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Your Committee

President.....	John Mason
Vice President.....	Ian Slater, Mick Wallace, Richard Barnett
Chairman.....	Christian Gorth
Club Secretary.....	Ian Slater
Treasurer.....	John Mason
PRO.....	Steve Pearce
Training Scheme.....	Chris Booker
Club Captain.....	Mick Wallace
Social Secretary.....	Heather Wallace
Editor.....	Sharon Roberts
Auditor - Club	
Auditor - Training Scheme	Rob Wood
Centre Board Delegate (2)	
Star Group Delegate (2)	
BMF Liaison Officer	Ian Slater
Minutes Secretary	Heather Wallace

Dates for your diary

19 th Feb	SSMCC 80 th AGM- The Adelaide Pub
19 th Mar	SSMCC Committee Meeting
22 nd Mar	81 st Pioneer Run

Editor's Comments

Welcome to the February edition of Contact being the last for the official SSMCC Calendar.

February is the month that your new committee is chosen to take the reins and listen to your wants and needs.

The 82nd AGM will be taking place at the Adelaide Pub in Teddington on the 19th February. Go along... It's a chance to get to know your new committee and see what the club is about while joining in with the discussions.

As fully paid up members you get to nominate your committee members. You will have been given the opportunity to vote. The voting form was sent with a renewal notice for your membership. Associate or full members can nominate or vote for a committee member and only full members can be on the committee. I hope you get your choices in on time.

This edition of Contact contains reports from Committee Members. If you cannot see any specific ones, they will be given verbally at the AGM.

Unfortunately I cannot attend the AGM but I am sure it will be an interesting evening and I have included my report in this month's issue.

For this last contact, I have included a tribute to Colin Seeley who is a renowned motorcycle frame builder, most successful in the 60's, another tour suggestion for Spain and an article about Ewan McGregor and Charley Boorman's final leg of their American trip amongst others.

And finally... As you know I have been following the Women Riders World Relay event and have been impressed by the progress they have made and the issues that they have highlighted. This will conclude with a finale at the London Motorcycle show on February 15th.



SSMCC Committee Minutes

Meeting Monday 6 January 2020 – 29 Mandeville Road, Shepperton, Middlesex TW17 0AL

In Attendance:

Chris Gorth (CG)	Chairman
Chris Booker (CB)	Training Scheme Organiser
John Mason (JM)	Treasurer
Heather Wallace (HW)	Social Secretary
Mick Wallace (MW)	Club Captain

Meeting started at: 19:55hrs

Apologies – Sharon Roberts, Ian Slater, Steve Pearce

Minutes from the Last Meeting

The minutes were proposed by Heather Wallace (HW) and seconded by Mick Wallace (MW) and were adopted without dissent.

Matters Arising

Chris Booker has not been able to meet with Rob Wood to sort out the discrepancy on the 2018 accounts, due to RW being ill. CB will contact RW as he is due to come to London week of 6th Jan 20.

Correspondence

IS gave JM the membership renewal letters to post out on 31 Dec 2019, so that monies could start to come in from 1st Jan 2020.

JM mentioned that Chris Fraser had agreed to audit the 2019 accounts, so CB needs to contact him to arrange for this audit.

Club Secretary

Nothing to report

New Members

No new members.

Treasurer's Report

John Mason said he would pop into Barclays to arrange post to be redirected to him prior to the account being closed in February 2020, assuming no further training options come into play. He went back in Jan 2020, and spoke to Bank manager, who called bank to confirm that the details have been changed. An end of year bank statement is due to be sent to JM but today, it still hasn't arrived.

JM will propose at the AGM that the account gets closed and the funds transferred to the club account.

Social Secretary's Report

The Xmas dinner was enjoyed by all that attended. The food was really good and it was suggested that the Red Lion, Shepperton be considered again for 2020.

The total cost of the evening was £587.80. The breakdown was

Red Lion set menu price - 15 x £32.50 = £487.50

Some of the dishes had a supplement which came to £34.50

4 people had coffee, which I have included - £11.60
Gratuities = £54.20

Members paid £380 therefore the club subsidised the difference of £207.80

HW advised she will stand again for social secretary, unless there is another interested party.
HW will look at dates for social events after the AGM.

JM mentioned that the recipients of the trophies for 2019 needed to be considered.
The Editor needs to decide who should receive the Photographic award for the best photo published in Contact and also the Bateman Cup for the best article.

Richard Barnett needs to decide who should receive the 'Twisted Spanner' and also who to pass the 'Old Gibber' award on to.

Editors Report

Articles in to be in by 28 January 2020. The next Contact will have the AGM documents.
Committee members need to send SR their annual report by 28th or provide it verbally at the AGM.

Captain's Report

MW is looking at options for club runs. He wants to looking at doing a run to Newts Café and the Haines museum.

The Pioneer Run will not be finishing at the Brighton seafront this year, because the council have concerns for the safety of the iron work.

MW happy to take suggestions of places to visit.

MW asked if anyone was interested in going to the bike show at the Excel. 14th-16th Feb.

Public Relations Officer's Report

Nothing to report

Any Other Business

Further mention was made of not holding a committee meeting every month. It was suggested that a meeting be held in March, but from then on to be held every other month. Those present agreed.

Fixtures

19th February – AGM – Adelaide Pub

The meeting closed at 21:45hrs

Next meeting – The next meeting will be the AGM at the Adelaide 19th February
Next Committee meeting 9th March. 29 Mandeville Road, Shepperton TW17 0AL

Club Presidents Report

So are you going to stand for a committee post!

Out of the 15 members we will have . Seven needed for the committee.

Chairperson

Secretary

Treasurer

PRO

Editor

Social Secretary

Club Captain

Every post can be challenged for.

If the club is going to do more off road riding! We may have to bring back the post of compositions Secretary!! See Steve Pearce (I believe) for the expedition to Wales, Ireland and Isle of Man in 2020.

As for the AGM I will be asking the club to remove the training scheme from Southern Sporting and close the schemes bank account and also the committee post. All the money belonging to the scheme to be kept in a separate column in the clubs books for one more year. There is nothing the club can do about the scheme; things have to move on.

On writing this the club books have still not been rectified from 2018. Both the 2018 and the 2019 books will be looked at hopefully in January. In 2019 I did not become the club treasurer as the books where never sorted. Chris Booker carried on as club treasurer and I checked on the schemes money.

They are both now audited thanks to Rob Wood on the 8th of January. 2020.

I will put forward the audited Training Scheme figures that will be printed for the AGM.

Finally, I have the sad news that my mum passed peacefully on Sunday 26th January. Please feel free to contact me if you so wish.

John Mason.

2019 Honorary General Secretary's Annual Report

My first full year as General Secretary and nothing seems to have gone badly astray, so far!

We have renewed our membership to the BMF for 2020 and maintain links with the South East ACU.

During 2019, both myself and Mick Wallace suffered with health related issues, which reduced our activities and involvement with the club during the year, so a few club runs did not go ahead as planned.

We had one new member join the club and indeed, he must have enjoyed his first year, as he's renewed his membership for 2020.

At time of writing this report, Membership currently stands at 13 Hon, 19 Full & 3 Associate Members.

Ian Slater

Honorary General Secretary

PRO Report

The dynamics of the club has significantly changed since the training scheme ceased trading in November 2018. This means the website has decreased in content and that also reduces the chances of it being found. I've also removed the free listing on Google and Yell for the scheme.

A few months ago I put a survey out for all to complete, this was mainly aimed at the current members, but was also opened up to past members who are on the standalone Facebook Group.

From the results of this we can quite clearly see that members want regular rides (even local ones), European trips and long weekends away, shows and events and Racing. A few wanted Dirt bike events. Interestingly enough we already do all of these -

Every club need a direction and once we have established this we can then work on wording on the website and search side of things to potentially attract more members. That said - you can only get something out if you put something in.

Moving forward - I think we have the ideas, just need to put them together and work towards making this a thriving club that people want to come along to.

Steve Pearce.

Honorary Treasurers Report

Chris Booker said he had not produced a written report but referred people to the audited balance sheets that were included with the AGM edition of Contact.

Rob Wood had identified that the final accounts spread sheet was incorrect at the 2019 AGM. This was subsequently traced back to an accounting error in the 2018 accounts. Rob Wood together with John Mason, Heather and Mick Wallace and Chris Booker met here at the Adelaide on the 8th of January and have cleared up this issue and have produced both the corrected 2018 accounts and the 2019 accounts.

These sheets will be available to view at the AGM.

Honorary Social Secretary's Report

2019 potentially had quite a few social events in the diary, mixed in with the club runs, however, as does happen, a couple did get cancelled. I do realise that there is a good deal of repeat events from other years, but this is mainly because I try to keep the events local and reasonably cheap to take part in.

I've not recently checked, but if Riley's pool hall has, or gets reopened, then this will be another one to consider for 2020.

So just as a reminder to those events that did take place in 2019, see below, and this should be considered as my 2019 report.

Bowling 27th April

The line-up was me, Ian (Spanner), Amoret, Chris Gorth, Chris Osborne, Ania (Chris O's girlfriend), Flossy, Anne and Alex Byard, Doug Chaney-Charlesworth, Doug & Amanda Hunter Brown were the couple who had to leave earlier, and then we had cheer leaders in the form of Mick W and Graeme Byard. There was quite a bit of friendly rivalry as Chris O was defending his title, he had won 2 years ago, and as last year's tournament was cancelled, had retained it.

Then there was Flossy, Ian, Chris G and Doug C-C all sending ball down with a good bit of speed behind them. It was a really fun evening, and the final scores are below. This shows that Flossy was the overall winner with a score of 369, but he was also the person who bowled the highest score in one game, which was 167.

Second was Chris G and Doug C-C was third. Anny Byard 235, Alex Byard 195, Doug C 322, Chris O 283, Ania 230, Chris G 347, Flossy 369, Heather 274, Ian 315 Amoret 243

Trivial Pursuits 22nd June

John & Joy, Amoret & Ian, Chris G, Mick & me. Mick played quiz master so I teamed up with Chris and the others remained in their pairs.

Whilst only a small group, the evening was quite lively and the winners were Ian & Amoret.

BBQ 7th July

The Club BBQ ended up being reasonably well attended seeing as it had been a bit of a slow burn for people letting me know they were going to come. 12 arrived at our house (Heather & Mick's), 3 having ridden to Newlands Corner in the morning with John Mason.

The weather had been kind so we were all able to sit in the garden and munch our way through the food that was provided. I (Heather) had gone a bit over the top but was happy that the £5 per head covered the catering, at the end of the day, what hadn't been eaten was finished off by us.

Picnic in the Park 28th July

Heather, Mick, Ian & Amoret, Chris Gorth and Sam & Marnie Phillips (Mick & Heather's daughter & granddaughter) attended the Picnic in the Park at Marble Hill Park, Twickenham TW1 2NL .

As only a few people attended, there was not much in the way of games played, but it was a nice day, and very pleasant just to sit and chat.

Takeaway Night 21st Sept

Again, this ended up being only a small gathering held at Heather & Mick's house. Originally I had been thinking of doing a visit to a restaurant, but I know that John M doesn't really 'do' Indian or Chinese, so thought the next best option was to do a takeaway night and then those able to come and join in could bring their 'takeaway' of choice.

John actually brought sandwiches with him. Amanda & Doug Hunter Brown had Indian Ian, Amoret, Mick & I had Chinese. Steve & Carl Pearce even popped in, having been out for a ride.

Christmas 'Do' 14th December

And the year was rounded off with the Christmas dinner at the Red Lion in Shepperton.

This was really well attended, John & Joy, Steve & Karen, Chris G, Estelle & Matt, Flossy, Angus Craig-Wood, Ian & Amoret, Anne & Graeme and of course, Mick & me. Unfortunately, Sharon & Mike had hoped to attend but had to cancel.

The evening included a seasonal quiz, which was won by Joy & John and, I had asked that those attending would wear something in keeping with Christmas and had a little prize for the bet turned out, which was Chris G, with his reindeer jumper.

I think all will agree with me that the food was excellent, and that the venue should be considered for 2020.

As always, if anyone has any suggestions for social 'things' to that will not break the bank or entail too much traveling, I'm open to consider them.

As previously mentioned, please accept this as my report

Heather Wallace
Social Secretary.

Honorary Editors Report

Over the last year I have loved bringing articles and stories from professional journalists. It is however much more interesting to read what has been happening within the club and living in Mid Wales this has kept me in touch with what is happening in the world of Southern Sporting MCC! So, thank you to everyone who contributed to Contact whether it was a comment for the photo captions, highlighting material that could be published or took the time to write articles.

Having said this, there are very few contributions made by club members that are not on the committee. It's a shame as it would be nice to hear about your two wheeled antics (with photos), thoughts, ideas, stories or poems...Anything! One article has been submitted by a former member!

Writing an article would also give you the chance to be in the running for an award:- The Bateman Cup, this is awarded to the best article submitted to Contact during the year and will be announced at the AGM. I have also made my choice for the Photographic Award, which is for the best photo, and will also be awarded at the AGM.

2019 has been an eventful year for me, starting with my bike breaking down in March. Then I was the victim of a rear end shunt in May putting paid to my CBF1000 so missed a few of the runs that took place. I was back on two wheels once I found a dealer who took me seriously and replaced CBF with an XJR1300 which I took touring instead.

I am looking forward to the next motorcycle season which will start in March with the Pioneer run, hopefully Mike and I can join this one. We have also started to arrange the NW200 trip in May.

I hope you've enjoyed all the editions that have been published this year, who knows, I may be back as Editor for another!



Ewan and Charley's American epic ends final leg with a mass LA ride-in



Ewan McGregor and Charley Boorman have finished their third riding adventure, having ridden a pair of electric Harley-Davidson LiveWires up through the Americas. The route took them from Ushuaia, Argentina, to Los Angeles, California in the USA. The trip finished in a similar fashion to previous journeys with an invite-only group ride of 40 local riders, stopping off at a Harley-Davidson dealership for a quick charge before making their way to a party in downtown LA.

The duo left Ushuaia on September 19, with long-time collaborator Claudio von Planta riding with them to film their escapades. Russ Malkin and David Alexanian, two producers and directors from the Long Way Round and Long Way Down TV series, followed the trio in a pair of Rivian R1T electric pick-up trucks.

Although the exact route is unclear, including how much off-road the group tackled, the whole journey took them a little over three months.

Speaking to a member of the public at the end-of-the-journey event, Boorman said the charging wasn't too difficult, although they did sometimes have to rely on locals with generators in the wilder parts of their journey.

Once they got into the US charging stations were apparently plentiful, enabling them to up their average daily distance to 300 miles from around 150 while they were in the south.

For much of the journey they were followed by petrol and diesel-powered vehicles, which ferried battery packs around to keep the bikes topped up.

There's still been no official word from any of the crew involved, TV channels or Harley-Davidson about the trip, so we're in the dark as to what was done to the bikes, the terrain involved and also when the programme will air.

However, pictures of the bikes reveal lots of adventure accessories including wire spoke wheels, bash plates and engine guards. The bikes and the riding stars also looked filthy by the end, suggesting some trying times.

MCN

Can V2V Technology Improve Motorbike Safety?



Although an immensely popular hobby and pastime, motorcycle riding is still considered one of the most dangerous hobbies in the world. Motorbike safety is unfortunately still way behind in terms of development when compared to cars – largely due to the rider being exposed to the elements, lack of any airbags, seat belts and crumple zones.

What Is V2v Technology

Advancements in technology are still being made though to help motorbikes catch up in terms of safety, particularly V2V (vehicle to vehicle) technology – which is aiming to minimise accidents and deaths by keeping bikes and other vehicles out of each other's way.

Vehicle Communication

V2V tech is essentially a Wi-Fi-based communication system that effectively allows vehicles to talk to each other – and provide each other with key information, such as congestion information, and safety warnings.

In terms of motorcycles – this communication system would allow the rider to track any vehicles within their vicinity, even if they can't physically see them themselves. It would then alert the rider of any potential or imminent collision – with the aim to give enough time to avert an accident.

Developments For Bikers

Various automakers and tech companies are currently combining their efforts to help develop and push the technology forward. Israeli based company Autotalks, is devoted to developing vehicle-to-vehicle technology, and has partnered with Bosch, one of the largest suppliers of automotive components.

Just last year they created a prototype for a B2V (bike to vehicle) communication system, using short range tech to help a vehicle exchange important information with another sporting similar hardware – information like pinpointing location, direction, speed and braking distance.

The hardware, currently being tested with Ducati motorcycles, aims to be compact enough to comfortably be adapted to any bike. A low-cost solution predicted to prevent nearly one-third of all motorcycle accidents.

Future Potential

The idea that two vehicles or more can reliably receive any necessary information, automatically at any given moment – can be critical to all road users, so that they always know exactly what’s happening and are able to take appropriate action in advance – it’s a tantalizing vision of a safer future.

Further evolution of the V2V system could also be linked with smartphone Wi-Fi, helping cyclists and any other road users – even pedestrians could benefit, with the tech making it safer for people, especially the elderly, crossing the road.

Possible Problems

One of the biggest drawbacks though, is that it will only work properly if every vehicle on the roads is using the same sort of technology. Currently there are issues with governments in different locales supporting incompatible radio frequencies (spectrums) allocated for cohesive network communication.

With no dedicated spectrum reserved for V2V communication, vehicles would always suffer interference from vehicles not sporting the same system. As a result, some manufacturers may be discouraged from adopting the new tech in certain markets.

However, there are current calls for government imposed mandates to ensure all new vehicles carry V2V communications – particularly in the US with the National Highway Transportation Safety Administration.

With predictions that death on the road is likely to become the third leading cause of all deaths by 2020, advancements in motorbike technology could be the pivotal, long-term solution that the industry sorely needs.

CAROLE NASH Content Writer

Break Time

What is it?



What iconic building is this?

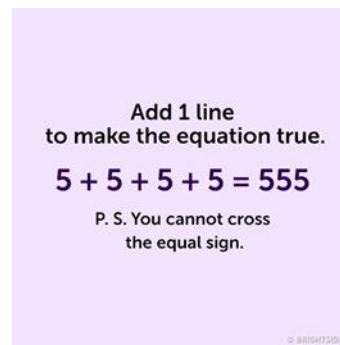
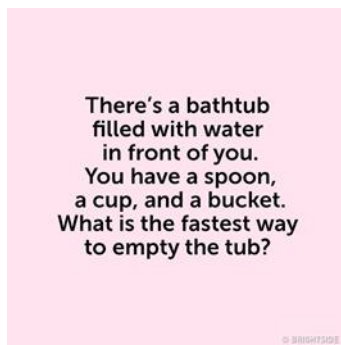


Dad Joke of the month

3 unwritten rules of life...

- 1.
- 2.
- 3.

Puzzle:



Lateral Thinking:

4. Assuming that you are paying, is it cheaper to take one friend to the movies twice or two friends to the movies at the same time?

Never mind DeBolex, here's a custom Kawasaki ZRX1200R!

By Jordan Gibbons MCN



DeBolex have made a name for themselves the last few years producing beautiful hand built café racers, and whaddaya know - they've done it again. This time though, it's based on a rather special and rare machine: a Kawasaki ZRX1200R.

If you're not familiar with it, the big Zed was a modern take on the Eddie Lawson replica, powered by a 1164cc inline four that was good for just over 120bhp. Not a bad machine 15 years ago.



The original owner sold it but then regretted the sale almost instantly, ultimately buying it back a few years later before handing it over to the boys at DeBolex for their custom treatment.

"We wanted the bike to have that classic superbike feel but with our unique design touches," says Calum Pryce-Tidd, Founder of DeBolex. "As with all our projects that means a lot of metal shaping."

They've become best known for their bodywork and what you see on this machine is all handmade aluminium, including the front fairing, petrol tank and subframe.

"The ZRX was probably one of our more challenging projects; features such as the quick-release headlight cover and the tank and tail design took some head scratching to achieve."

The rest of the build was designed to extract as much performance out of the bike as possible, as DeBolex believe their bikes should be able to handle just as good as they look. The suspension was swapped out for Maxton superbike units, it now runs on Dymag UP7X lightweight alloy wheels shod with Metzeler Racetec RR tyres, while braking now comes from Skandi experts ISR.





The engine itself has been pepped up a little too thanks to some Yoshimura TMR-38 carbs and a full custom stainless exhaust. Even the small details have been taken care of such a Samco hoses while a Motogadget M-Unit based wiring harness is hidden away under the seat along with the wee lithium battery. All of DeBolex's builds thus far have been one-offs, however this will be their last one for some time as they embark on their next project.

"This will be our last one for now while we focus on creating a Series run of motorcycles," adds Pryce-Tidd. "The Series will formalise what we have learnt building one-offs

for the past eight years. We aim to bridge the gap between production and complete one off custom which will enable us to produce our motorcycles in a much quicker time frame and a better cost while keeping quality and design our number one priority."



Vote now for Britain's best biker café for 2020!

By Justin Hayzelden MCN



After weeks in the saddle and days wolfing down breakfasts, our man Justin has come up with his shortlist of the 'Best Bike Cafés in the UK 2020' – and now it's your turn to choose an overall winner.

There are actually 11 cafés this year, as the final place was just too close to call. There are some old favourites, including last year's winner, but there's just as many new places, keen to get you down on your bike for a cuppa.

Perhaps you like Caffeine & Machine, in Warwickshire, to see the vehicles on display, or prefer to meet up with local bikers at The Super Sausage in Northants. Maybe the bikes at Harry's do it for you, or you might like a bacon butty at Krazy Horse. Whatever you're into, now's your chance to say what gets you going on a Sunday morning.

To get involved, simply vote for your favourite from the list at the [bottom of the page](#). If you need a bit of assistance when it comes to making your choice, you can find a few of our thoughts below, too.

The Steel Horse Café, B4598, Llanvihangel Gobion



Lying just to the east of the Brecon Beacons, this popular meeting point enjoys easy access to miles of terrific tarmac and we make the most of it on our run in by taking the narrow pass up and over the Black Mountains from Hay-on-Wye via Capel-y-ffin.

We chow down on an All-Day Breakfast and emerge impressed with the quality and quantity of the Steel Horse's headline dish. It's perfectly proportioned with first class ingredients done to a turn, so that has to be a ten from us.

The Custom Café, A259, Bexhill-On-Sea

We followed a tip-off and headed for the south coast, where a ride across the Pevensy Levels led us to one of the country's newest biking destinations, Bexhill's Custom Café.

A closer inspection reveals a deeper custom culture theme with some incredible original artwork and a meticulous attention to detail, from pin-striped paintwork on the signage to metal-flake tributes to the greatest customisers of the 1960s. But what we're really here for is the food – and it is quite simply superb.



The Super Sausage Café, 35 Watling Street, Potterspurpy



The SSC is between Towcester and Old Stratford on one of Britain's longest established routes, Watling Street, a thoroughfare that predates the Romans and a fitting location for our 2019 title holder.

"We sell 3000 sausages a week," says owner Chris Murray, "plus a 1/4 tonne of bacon, 2500 eggs and 150 loaves. The beef in our TT burgers comes direct from the Isle of Man and we make them on site to our own recipe."

Far from slipping down the greasy slope of café mediocrity – the SSC is still on banging form in 2019.

Route 11 Café, A11, Attleborough

Route 11 occupies a prime spot just a short distance from Snetterton, ideally placed with a filling station on the eastbound A11. It has a cosy; contemporary feel and we kick back with a cappuccino to soak it up and garner opinion from the regulars.

"The food is always good and everyone's really friendly," says Multistrada rider Mike Bardwell, from Diss. "The owner loves bikes and will often be outside chatting."



Caffeine & Machine, Banbury Road, Ettington



It's worth noting that the vibe at C&M is a chilled and relaxed one, so it's far better to slip in under the radar than rock up bouncing off the limiter.

We duck inside to discover a spectacular bead rolled stainless steel bar, a cosy, contemporary seating area and an attention to detail that would impress even the pickiest of petrolheads.

Krazy Horse, Lark Valley Business Park, Bury Saint Edmunds

Krazy Horse is first and foremost a dealership for exotic marques such as Norton, MV, Zero Engineering, Paton and Indian – but don't expect to be greeted by an over-eager sales person looking to separate you from your hard-earned cash.

Both the big breakfast and bacon sarnie that we tested were well above average, but it's the sausage bap that deserves a special mention. Top quality bangers in a lightly toasted bun, with a crunchy, dressing-drizzled salad garnish. It's going to be a tough one to beat.



Harry's Café, Fowlers, 2-12 Bath road, Bristol



Harry's Café is the in-house eatery of one of the longest established family-owned superstores in the country – and multiple MCN Dealer of the Year winner – Fowlers of Bristol.

Harry's offers several breakfast options, so we plump for the 'Biker' and are rewarded with one of the best value brekkies we've found, just £6.40 for a nosebag that should leave even the greediest motorcyclist sated.

Bike Shed Motorcycle Club, 384 Old Street, Shoreditch

The BSMC can be found in a series of railway arches near the junction of Old Street and Shoreditch High Street and we made our way there from the A12 via Old Ford, Bethnal Green and Hackney Road.

Made with high quality ingredients, this really is top-notch tucker and a mention must go to the 'Shed made' beans, a taste twist on the usual tin of Heinz.



Chequered Flag, Liskeard, Cornwall



For our taste test we choose the 'Tourer' fry-up - packed with quality ingredients, it's good value and tastes great.

Owners Karen and Robin Partington are very passionate about what they do and a warm welcome is always guaranteed. As Robin says: "We're all about bikers, not bikes."

The Café at the Sound, Cregneash, Isle of Man

The most outstanding feature of the café is a vast panoramic window, perfect for wildlife watching, and inside we find that it's clean, modern and airy, with friendly staff eager to welcome a soggy biker. We order up 'A Sound Way to Break the Fast', a traditional breakfast packed full of tasty ingredients. At £10.95 it's one of the most pricey plates of grub we've come across on our tour but given the spectacular location and the quality of the nosh we can't complain.



Biker's Cove, South Queensferry, Scotland



The Bikers Cove is among the smallest venues we've visited and although it has one of the biggest and friendliest personalities of any of them, its facilities are minimal.

There is somewhere to sit and a place to park your helmet, but cutlery and crockery aren't on the inventory – everything comes in a bun and that's no bad thing as it's tasty, filling and easy on the pocket too.



To make your choice follow the link www.motorcyclenews.com/news/2020/january/golden-sausage-2020/

Or visit MCN at the above address.

Colin Seeley, legendary frame builder, has died aged 84

By Phil West MCN



Colin Seeley, one of the most significant and influential figures in British bikesport over the last 60 years, has passed away following a long illness. He was 84.

A successful bike retailer and sidecar racer in the early 1960s, his best result on his self-designed machine was victory in the 1964 Dutch TT. As an aside, in 1966 he was also one of the first racers to wear coloured leathers.

After retiring from racing, he rose to greater prominence with his eponymous racing frames and bikes, which were renowned for their superior handling. These were first powered by Matchless, AJS and Norton engines, before progressing to Yamahas, to produce the 'Yamsel' and then onto Suzuki in the early 1970s.

Barry Sheene's first British championship in 1971 was aboard a T500 Suzuki with a Seeley frame. Sheene also won both the FIM 750 championship and MCN Superbike in 1973 on Seeley-framed Suzuki TR750 triples.

In the mid-70s Seeley expanded into road bikes, producing a reframed sports bike powered by Honda's SOHC 740/4 and, in 1977, the limited edition Honda 'Phil Read Replica'. The association continued with the Seeley-Honda TL200 trials bike in 1979, today regarded as a classic.

In the 1980s Seeley returned to F1 then in 1993 teamed up with Brian Crighton to campaign the Duckhams Norton/Rotons, winning the 1994 British championship. Following Norton's collapse Seeley campaigned Hondas and Ducatis and made a huge contribution to BSB.

Today, with the resurgence of classic racing, Seeley singles remain among the most revered machines, while his substantial, two-volume autobiography, from which all proceeds went to charity, is considered one of the greatest of its type.

Upon hearing the news, many took to social media to offer messages of condolence. This included former grand prix rider, Rob McElnea, who said: "Rest easy Colin. You made an incredible contribution to the racing world, a gentleman and role model, many of us have a huge debt to you."

All at Motorcycle News join the wider racing fraternity at this time in wishing our deepest condolences to Colin's family and friends.

Biker's Bucket List: Northern Spain – Picos & Pyrenees

By Ollie Rooke



A motorcycle tour of northern Spain is on many a biker's bucket list and with good reason, as Ollie Rooke has found over two weeks' exploring the region on his BMW F650GS.

Perfect tarmac, more bends than a plate of spaghetti and almost guaranteed sun. It's no surprise that Spain remains a bucket list destination for bikers from across the world.

For anyone travelling down from northern Europe, the northernmost regions of Spain feature the spectacular mountains of Picos de Europa and the Pyrenees, where you can explore some of the best motorcycling available anywhere in the world. Let's tuck in.



The Pyrenees

WHERE TO GO

In many ways, the best way to travel the Picos and the Pyrenees is without a plan. Simply let yourself discover the roads the regions have to offer, there aren't many bad ones! But with that in mind, below are a few roads or routes that in my opinion should not be missed, perhaps a base to build your own trip from.

If you're landing in Bilbao the temptation is to turn West and head straight to the Picos. But, if you're blessed with time or happier sticking out longer

days in the saddle, the Pyrenees lie about half a day to the East. While the Picos grab the headlines, the riding in the Pyrenees is almost as good and much, much quieter, leaving you with miles of empty tarmac to yourself.

Head to Jaca on the main roads and take the N-240 at the earliest opportunity. Continue on this road past Jaca (where it turns into the N330) and turn off onto the N260 (towards France) near Sabiñánigo. At this point you have a choice of two options. Firstly, you can take the road as it turns into the A-136 up over the mountains and into France. I camped in a small town called Laruns and turned back the next day due to bad weather, which led me to the second option...

Following the N260 in the direction of Torla. The road snakes its way through lush green hills, with stunning views over the valley. You're almost guaranteed a serene ride, without another car or bike around. Take a left turn into Torla for a photo opportunity but turn back rather than head into the national park (the road is terrible and doesn't go much further in). At this point, you can continue your journey further along the border with France, towards Andorra, or turn back in the direction of the Picos.



The Picos

The N621 needs no introduction. The famous pass takes you into Potes, a beautiful little town and a great place to base yourself for a few nights with plenty of options to rest your head, before snaking its way up and over the mountains. Take it slowly though; you don't want to miss turning off into one of the many viewpoints. If you're up for a bit more of a challenge though, why not take a turn off this famous route and tackle one of the more challenging roads in the region. Just before reaching the famous Riano viaduct take a right onto the N-625 from Potes to Riano (should take about an hour but make that two with stops for photos!). Follow this road until you get to the first left turning, onto the CL635. Continue to follow this quiet pass as it rises through the mountains until you reach a fork in a small village; take the right-hand fork, signposted AS-117, and prepare to descend into the valley quickly, down tight switchbacks.

Once you arrive in San Martin de Rey Aurelio you can loop back around the mountains and aim for the viewpoint Mirador Del Fito. Doing this will reward you with simply stunning views of the mountains you've just conquered and the far off coastline, before returning to your base in the Picos or a night on the coast (Llanes is lovely) for a well-earned cerveza.

Alternatively, another fantastic pass that can begin or end in Potes is the CA-184, leading onto the CL-627. This route will take you further inland, and I stumbled upon it after going cross country after my first week exploring the Pyrenees.



© Ollie Rooke

Further afield, if you have the time...

With more time on your hands, once you've explored the Picos and Pyrenees, head to Barcelona... I know, a city on a bike tour?! Hear me out on this one though.

I approached Barcelona, as I do all cities with a fully loaded tourer, with a sense of trepidation. But I needn't have worried. The one-way system, sometimes with up to five lanes of traffic, just seems to work. In fact, it doesn't just work, it's actually a blast to ride. Bikes filter to the front of the queues and then take off in drag race fashion as all the lights go green at the same time.

The city is bike mad, and I felt safe parking my bike on the street with a small disc lock (although you should bring panniers and luggage into your accommodation with you).

When heading through Catalonia from the Pyrenees, be sure to make room in your plan to ride the BV-4241. The road cuts across from one small Catalonian town to another, linking Cambrils and Berga. It's a challenging ride, combining blind twists and hairpins with rapid changes in altitude, but is fantastic and rewards you with incredible views when you reach occasional breaks in the surrounding forest.

If you're near Barcelona, also consider visiting the Monastery at Mont Serrat. While most tourists take the train or bus up, the roads to the summit are fabulous and the views at the top are a fitting reward for your efforts.

GETTING THERE AND WHEN TO GO

There are two clear options when getting yourself and your bike down to Northern Spain; getting one of the ferries from Portsmouth/Plymouth to Santander/Bilbao or hopping the Channel and biking down through France.

Now neither is going to save you a heap of money either way; after running the maths both come out at a similar cost. Undoubtedly a ride through France can be lovely, but if you're tight on time are you prepared to endure some iron butt days and squared-off tyres? Ultimately, most opt for the ferry. You'll have a chance to rest and relax on the way there and back, and once you land the fun begins, no need for motorway miles! Some words of advice though; stock up on food beforehand (there are microwaves onboard) and check the forecast for your sailing, discovering you get seasick with nothing to take for it at the beginning of a two-night boat trip is not enjoyable...

My tour was during September and early October, which seems like an ideal time to visit. It's still hot and dry, but the heat is pleasant rather than oppressive and easily manageable in a vented suit. The mornings can feel slightly chillier at this time of year, partly due to the late sunrise, but by 10-11am you'll be down to a t-shirt in the sun. You'll also beat the majority of the summer holiday crowds and be able to catch some rays while Britain welcomes in a rainy autumn. To avoid the heat and crowds, late Spring would also be a good time to go. October is also when the Colombres Rally takes part in a small village not far from Potes, another good reason to go at this time of year.



Ollie Rooke



WHERE TO STAY?

Northern Spain offers a variety of options for a place to lay your head, depending on your budget. Naturally, the area is awash with hotels and guesthouses; these offer a bed, a meal and breakfast for around 20-30 euros a night. For more budget-conscious travellers campsites are easy to find, although for a similar price you're likely to find an 'albergue' or hostel almost anywhere on the Camino de Santiago route. These offer cheap beds in dorms with the pilgrims walking the trail, so tend to be much quieter than hostels you may find closer to towns or cities. Wild camping is illegal in Spain and I've heard rumours of €300 fines for those caught, so I'd advise against it.

As previously mentioned, Potes really is an ideal place to stay and is very popular with motorcycle tourers. A firm favourite for camping in the area would be Camping La Viorna, which lies just Credit: MC Indianos outside the town. The campsite is lovely, boasts a seriously cheap onsite restaurant/bar and was popular with British bikers when I visited.

HOW MUCH WILL I SPEND?

Accommodation and food per day can range from about 20-50 euros, depending on what you're willing to spend. You can keep costs down by grabbing some chorizo/ham, cheese and bread from local stores in the morning and making a quick lunch on the go; you'll find plenty of picnic stops to soak up the sun while doing so too.

In terms of daily mileage for those happy to ride from morning to afternoon I'd aim for around 200-300 miles a day on the mountain roads, so around a tank to a tank and a half for most bikes. Petrol is reasonably priced too, at the time of writing, 1 litre is around €1.30 (£1.12, \$1.44).

DRIVING STANDARDS, ROADS AND SPEEDING

Speed limits in Spain:

Toll Motorway 120kmh/ 75mph

Dual Carriageway 110kmh/ 68mph

Other Roads 90kmh/ 56mph

Built-up Areas 50kmh/ 31mph

It's no surprise that in an area well-known with bikers and drivers there are plenty of speed cameras in Northern Spain. These tend to be positioned on popular rat runs, rather than smaller roads, and are always very well signposted. But beware, the cameras themselves are deceptive, not because they're deliberately hidden. Instead, they're housed in simple white boxes by the sides of the road that are quite easy to miss. As a rule of thumb, if you see a 'radar' sign, slow down. A camera won't be far along after.

Spanish drivers are pretty conscious of motorcycles, although on the mountain roads drivers tend to cross the white line regularly when approaching corners.

Watch out for the local wildlife on the curvy stretches

As always with roads you don't know, it's best to keep your speed down on blind bends.

You're also almost guaranteed to encounter cows, goats or the stuff that comes out of their 'exhausts' on the roads. Unfortunately, cows don't appreciate a decent apex in the same way we do, so once again keep your eyes out and take it easy.



Tip: If you get any rain while on your trip take the roads very carefully. The white painted arrows are just downright treacherous, and even normal tarmac seems to take on an icy characteristic in the lightest of rain. In the dry though, the tarmac quality is second to none, a welcome change from back home.

So there we have it! A motorcycle tour of northern Spain is an absolute must-do, and an easy one to tick off your bucket list. See you on the ferry!

www.bikerandbike.co.uk

Whatever Happened To Victory Motorcycles?

CAROLE NASH Content Writer



Victory Cross Country 2014

Whatever happened to... Victory Motorcycles?

Back in 1997, an American leisure vehicle manufacturer called Polaris Industries announced its first entry into the motorcycle market.

The company started out making snowmobiles in 1956 but was also well known for its ATVs, and jet skis. They wanted to expand into motorcycles and went head to head with Harley-Davidson, America's iconic motorbike brand, by developing a V-twin cruiser. Polaris' brand was called Victory Motorcycles and the first model, the V92C, went on sale in 1998.

Assembled entirely in the United States from mainly American parts, the Victory enjoyed much more modern engineering than the Harleys of the time. The 50-degree V-twin was a massive 1510cc (or 92 cubic inches, as the model name suggested) and in many ways it was a faster, smoother and more superior bike to anything coming out of Milwaukee at the time.

With a single model at launch, the V92C lacked some of Harley-Davidson's character, even if it rode very well. The following year saw the first derivative, the V92SC SportCruiser, and in 2002 the V92TC 'Touring Cruiser' made a range of three.

Despite being good motorcycles, Victory had difficulty breaking into a market so dominated by Harley-Davidson, complete with its culture, events and wide range of parts and accessories.

Victory's next bike gave a flavour of what was to come. The Vegas featured an all-new frame, with a kicked out front end and plenty of attitude, while models like the Kingpin and High Ball had often outrageous styling and lairy paint schemes. Victory also brought in the '8-Ball' sub model which, like Ducati's Dark, was an entry level model with simpler paint jobs – aimed at owners who wanted a 'blank canvas' upon which to customise and modify.

By 2006, most Victories were running 100ci (1600cc) versions of the 50-degree V-twin – which now also had a six-speed transmission to the belt final drive. The Vision range of tourers also expanded the line-up and gave Victory a credible competitor to Harley's big touring bikes. Victories were big and bold motorcycles.

Victory managed reasonable sales but in 2011 the parent company purchased the rights to the Indian Motorcycle name. Unlike Victory, which was a completely new name, Indian was one of the oldest motorcycle brands in the world. It marked a turning point in Polaris' strategy.

Indian, along with Harley-Davidson, was one of the two great American motorcycle brands. The company was founded in 1901, two years before H-D, and survived the depression before finally going to the wall in 1953. Despite various attempts to revive the brand, all had proved unsuccessful, but Polaris realised that the legendary Indian name held more emotional appeal than Victory to the American cruiser buyer. In 2013, the first Polaris Indians left the showrooms, powered by an all-new V-twin engine, and marked the beginning of the end for the Victory brand.

The two brands continued in parallel for the next four years, Victory building more contemporary 'power cruiser' models while Indian played the heritage card with a look that owed more to lashings of chrome and the 1950s.

Polaris even purchased American electric motorcycle manufacturer Brammo in 2015 and sold a rebadged Brammo as a Victory Empulse, but Indian's heritage led range proved a more popular approach and Victory's last model, the Octane came along in 2016, sharing its engine and many parts with the Indian Scout. A year later, Polaris announced that it was to wind down production of Victory Motorcycles. No more Victory badged bikes were made at the Iowa factory and dealers sold off existing stock.



Victory Empulse

of the motorcycle buying public, leading to a new generation of motorbikes that get better and better every single year.

Ultimately though, Victory Motorcycles never really died. Polaris realised that the evocative Indian brand was more popular and they focused their design, development and manufacturing resources on that instead.

Even though Victory is no more, Indian is in rude health – with a wide product range that's well received and able to challenge Harley-Davidson in most market sectors. Indeed some may say that it was the rise of Victory and Indian Motorcycles that have contributed to Harley's strong showing in recent years, The two grand American companies are battling it out to win the hearts and minds



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Victory Magnum 2017

Triumph Motorcycles and Indian firm Bajaj officially announce tie-up



Triumph Motorcycles and Bajaj Auto India have officially announced a long-term link-up to produce a brand-new range of mid-capacity motorcycles.

The new deal will see the two companies collaborate on a new range of bikes to sit between existing large and small-capacity line-ups currently produced by each brand.

This deal follows 13 years after a disastrous Triumph effort to enter the global market with a cut-price range of 250cc single-cylinder bikes that were set to be designed in the UK but built at a new Triumph factory in India. After years of work to get the bikes designed, engineered and built, the British company axed the entire project before the bikes made it near production. The experience at least helped Triumph learn a lot about how hard it is to set-up on your own in India, so partnering with huge automotive manufacturer Bajaj allows the British firm to use existing manufacturing and supply chains.

The strategic partnership will benefit both parties with Bajaj becoming one of Triumph's key distribution partners in crucial new markets for the Triumph brand around the globe.

Bajaj will take over Triumph's Indian distribution activities, at a date yet to be confirmed, using the great expertise that Bajaj has in this region. In their other overseas markets, where Triumph is not currently present, Bajaj will represent Triumph and offer the new mid capacity bikes as part of the full Triumph line-up.

In all other markets where Triumph is present today, the motorcycles developed together from this partnership will join the current Triumph product line-up and be distributed by the Triumph led dealer network worldwide.

Triumph Motorcycles CEO, Nick Bloor, said: "This is an important partnership for Triumph and I am delighted that it has now formally commenced. As well as taking our brand into crucial new territories, the products that will come out of the partnership will also help attract a younger, but still discerning, customer audience and is another step in our ambitions to expand globally, particularly in the fast-growing markets of South East Asia, but also driving growth in more mature territories like Europe."

Rajiv Bajaj, Managing Director of Bajaj Auto India, said: "The Triumph brand is an iconic one the world over. So, we are confident that there will be a huge appetite in India and other emerging markets for these new products. We look forward to working alongside such a famous motorcycle company and to leveraging each other's strengths and expertise to make the relationship a success for everyone."

Rumours had been circulating for some time that the two companies would be working together, but today's announcement finally puts some meat on the bones of the deal. With Bajaj currently making small capacity bikes, and Triumph's line-up starting at 660cc, it is expected that new products from the partnership will be in the 250-750cc range to fill that gap.

Carole Nash Content Writer

Regular venues

Wednesday evenings from 8pm in the Adelaide Public House, Teddington.

Saturday mornings Sam's café, Nelson Road in Whitton. If there's a big rugby match on at Twickenham Stadium when we usually reconvene at Power Mill Lane café so it's worth getting hold of one of the team to get confirmation.

24/7 We have a Club page so please "follow" both and make sure your views are heard.



FIND IT OUT AS IT HAPPENS:

<https://www.facebook.com/groups/8085330049/?ref=bookmarks>

Contact: This document comes out monthly and is restricted to club members. The FB pages are more promotional and open to a wider audience so there may be more detail in this than we would share on line.

Membership Benefits

CBS in Whitton give us a 10% discount.

BMF (British Motorcycle Federation). The affiliate membership is worth

mentioning when you next seek an insurance renewal or similar.



Discount Code

The code for Affiliated Club Members is

CLB20FMB

This code may be used by your members along with your club name to

- Receive discounts on advanced tickets to all BMF rallies and events
- Receive discounts on insurance
- Receive other BMF benefits with our corporate members.

To ensure that your members get the most out of your affiliation to the BMF please circulate this number to all your members as soon as possible.

February/March Events-Not Club runs but may be of interest

Mag Fred Hill Memorial Ride Out 10 February

Ace Cafe, Ace Corner, North Circular Road (A406), NW10 7UD

An annual run held in honour of Fred Hill, a second world war dispatch rider, who went to prison in order to defend his right to not wear a helmet. Full story here: <http://www.mag-uk.org/en/aboutmag/a6325>

Prices: Free (at least buy a brew at the Ace for £1, won't you?)

<http://www.acecafeevents.com/main.html>

The 2020 Carole Nash MCN London Motorcycle Show 14-16 Feb

The Carole Nash MCN London Motorcycle Show will be packed with the very latest bikes from manufacturers, incredible live action, tons of biking retail, racing celebs plus an exclusive unseen Sheene display featuring ten of his legendary machines together for the very first time. Plus two of the most talented roads racers the world has ever seen will be going head-to-head in the new TT themed Michelin Thunderdrome as John McGuinness takes on Michael Rutter after a two year break!

Kids Aged 15 & Under Go Free

www.mcnmotorcycleshow.com

Stunt Fest 15 February

Santa Pod Raceway, Airfield Road, Podington, Wellingborough, Northants, NN29 7XA

This is more of a car and monster trucks event if we're to be honest, but bikes do feature. Expect big jumps with acrobatics in between and the usual skids and slide control antics.

Prices: Adults, £12, Kids 5-15 £5, Kids under 5 free, Family tickets £35

<http://www.santapod.co.uk/stuntfest.php>

The Classic Dirt Bike Show Sponsored By Hagon Shocks 15-16 February

The International Centre, St Quentin Gate, Telford, Shropshire TF3 4JH

Telford's annual off-road and road-racing show has a tradition of drawing the biggest names and 2017 is no different. Clubs and private entrants will pack into the venue once again, bringing together the most fascinating collection of historic off-road machines you'll find under one roof, and they'll be joined by a raft of traders offering everything from parts and spares through to accessories and riding kit, plus project bikes...if you're tempted.

Prices: Gate: Adults from £14 in advance (£16 on the gate), Kids under 12, free

<http://www.classicbikeshows.com/event/the-classic-dirt-bike-show/>

Arenacross Round 5 & 6 21-22 February

SSE Arena, Wembley, London

This year rounds 5 & 6 move down from Sheffield to a new venue for the tour, London's SSE Arena. The series only lasts six weeks at various venues until the end of February, so if you want to see some back-flips, 360's and actual competitive racing, get in quick.

Prices: Adult from £20.00, Children under 12, from £12.00, Family (2+2) from £60.00, all plus delivery costs

<http://www.arenacrossuk.com/>

Run What Ya Brung 23 February

Santa Pod Raceway, Airfield Road, Podington, Wellingborough, Northants, NN29 7XA

You don't have to apply for a race licence or own a supercar, most drivers who come along will be racing in normal road cars and bikes. You'll be entitled to unlimited runs and you'll receive a personal performance print-out showing your reaction times to the start lights, 60ft, 1/4 mile, 1/8 mile times and terminal speed. It's recommended you arrive before 9.30am to ensure track-time. We can only accept a limited number of sign-ons, so arrive early or pre-book to avoid disappointment!

Prices: £10, plus a one-off signing on fee of £25 for drivers for unlimited runs or £10 for passengers going down the strip.

<http://www.rwyb.co.uk/dates.php>

59 CLUB DAY 23 FEBRUARY

Ace Cafe, Ace Corner, North Circular Road (A406), NW10 7UD

This event is closest to the heart of the 59 Club, born as it was from the heyday of cafe racing between the various cafes around London's orbital ring roads, the Ace being one of the main venues. If you are not familiar with the 59 Club's full story take a look here or better still, come and meet some of the original members on the day itself.

Prices: Free to attend

<https://www.the59club.co.uk/events>



Santa Pod Raceway, Run What Ya Brung 1 March (And Every Two Weeks Until The End Of October) Airfield Road, Podington, Wellingborough, Northants, NN29 7XA

You Don't Have To Apply For A Race Licence Or Own A Supercar, Most Drivers Who Come Along Will Be Racing In Normal Road Cars And Bikes. You'll Be Entitled To Unlimited Runs And You'll Receive A Personal Performance Print-Out Showing Your Reaction Times To The Start Lights, 60ft, 1/4 Mile, 1/8 Mile Times And Terminal Speed. It's Recommended You Arrive Before 9.30am To Ensure Track-Time. We Can Only Accept A Limited Number Of Sign-Ons, So Arrive Early Or Pre-Book To Avoid Disappointment!

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<http://www.rwyb.co.uk/dates.php>

BMCRC SEASON STARTER 7-8 MARCH

Brands Hatch Circuit, West Kingsdown, Longfield, Kent, DA3 8NG

The British Motorcycle Racing Club begins its racing season at Brands Hatch with a busy weekend on the Indy circuit. 14 races spread across Clubman, Minitwin, Junior and Thunderbike classes plus sidecar action and more. Still one of the cheapest ways to see a full day's motorcycle racing.

Prices (TBC): Adult day £12, weekend £20; Kids 13-15 day £8 weekend £12; Kids under 13 free

<https://brandshatch.msv.com/Calendar>

British & Classic Bike Day 8 March

Ace Cafe, Ace Corner, North Circular Road (A406), London, NW10 7UD

Not strictly an event, but you'll find one of the largest gatherings of classic and Brit thumpers outside of the main shows and aside from the statutory all-day breakfast, this is a cheap day out. Plus, it's The Ace, people.

Price: Free

<http://www.acecafeevents.com/main.html>

Wistanstow Bike Show 15 March (Tbc)

Wistanstow Hall, Craven Arms, Wistanstow, Shropshire, SY7 8DQ

Following the previous year's unfortunate cancellation due to bad weather it was great to see the Shropshire Vintage and Classic Motorcycle Show back for its 26th year in 2019. Guest of honour was former Grand Prix road race Peter Williams. As well as the bikes on display and the auto jumble, part of the attraction is the bikes ridden in by the visitors, which will be spread around the parking areas. This year's event is still to be confirmed (as at December 2019).

Prices: £3 per person

<http://www.shropshirevintagebikeshow.co.uk/>

LADIES SPRING KICK-OFF 2020 22 MARCH (TBC)

Ace Cafe, Ace Corner, North Circular Road, Stonebridge, London, NW10 7UD

6th annual Ladies Spring Kick off date is now set for those who want to meet/catch up and ride with other local Ladies. Just like last year, a ride from the Ace to Alexandra Palace at around 2 pm and then off to Krispy Kremes for doughnuts for those who fancy it. Dudes welcome to join the ride too..

Prices: Free

<https://www.facebook.com/events/358310601389444/>

South Of England Classic Motorcycle Show 2020 29 March

South of England Showgrounds, Ardingly, West Sussex, RH17 6TL

No firm details yet but previous shows have had serious bike displays going back through every period to the pre-First World War era, many of them historically important. In previous years, six times World Champion and six times Isle of Man TT Winner Jim Redman has made regular appearances and he's always worth your time.

Prices: Adults £6, Kids under 16 free

<http://www.elkpromotions.co.uk/>

Breaktime Answers:

What is it?



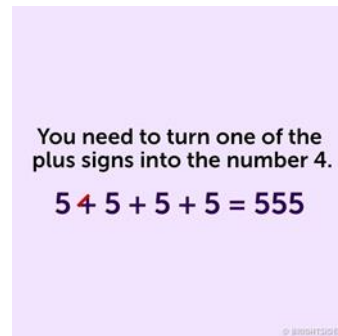
Honda CBR 1000F

What building is it?



The Shard

Puzzle:



Lateral Thinking:

4. It is cheaper to take two friends at the same time.

In this case, you would only be buying three tickets, whereas if you take the same friend twice you are buying four tickets.